

Today's Metal Prices

NEW YORK QUOTATIONS.

New York, Feb. 2.—Silver, 56 7/8c; lead, \$6.10; spelter, not quoted; copper, firm; electrolytic, \$25.75@26.00.

The Ogden Standard

HAS THE LARGEST PAID SUBSCRIPTION LIST IN OGDEN AND WEBER COUNTY.

4 P. M. CITY EDITION

TWELVE PAGES

FORECAST—UTAH: Tonight and Thursday increasing cloudiness with snow Thursday and in north portion tonight; warmer tonight.

Forty-sixth Year—No. 28.

Price: Five Cents.

OGDEN CITY, UTAH, WEDNESDAY EVENING, FEBRUARY 2, 1916.

Entered as Second Class Matter at the Postoffice, Ogden, Utah.

Germans Line Steamer Appam With Bombs Connected by a Secret Wire

OFFICER THREATENS PASSENGERS AND CREW WITH DESTRUCTION

German Lieutenant Tells British Officers Slightest Effort to Oppose His Authority Will Be Punished by Sending Ship to Bottom—Stood Ready to Press Secret Button—All Germans Aboard Are Expert Seamen—Nevada Citizen Shows Papers and His Release Is Demanded—Neutrality Board Decides Appam Is Prize Ship.

Old Point Comfort, Va., Feb. 2.—A naturalized American citizen, G. A. Tagliaferri, was discovered by Immigration Inspector Morton today aboard the Appam. Morton immediately served written notice on Lieutenant Berg to release him. Berg made no response and Morton reported the case to Washington. Tagliaferri was naturalized in Eureka county, Nevada. He had been in Eccombe mining gold and was on his way home via England. He had not made known to Lieutenant Berg that he was an American citizen, but he produced his second naturalization papers when Inspector Morton appeared.

Washington, Feb. 2.—Late today it was announced at the state department that the neutrality board had held the Appam to be a prize and then the announcement was quickly withdrawn. The general impression prevailed, however, that the board had so held, but that it would not be announced until later.

London, Feb. 2, 3 p. m.—It is understood here that the Appam carried 500,000 pounds sterling in bullion which probably will be claimed as a prize, as bullion is contraband.

Old Point Comfort, Va., Feb. 2.—How the captured British steamer Appam was lined with bombs which could be touched off by the German prize crew at any sign of an uprising among her four hundred captives, was told by persons on the ship to Quarantine Officer McCaffery, and he related the story today.

"According to stories told me by passengers," said McCaffery, "many bombs are planted about the ship and all of them can be exploded by the touching of a secret button. The bombs were placed by the Germans immediately after they took possession of the boat. The Appam's commander, Captain Harrison and the other English officers, were warned that any attempt to overpower the prize crew would result in the ship being blown up."

Raiders Were Disguised. "Captain Harrison told me that the raiders, disguised as a tramp steamer, was in sight of the Appam for half a day before she attempted to effect a capture. She would play in and out, far and near from the Appam and so disreputable was her appearance that even the captain remarked to his crew about it."

"After firing a shot over his bow, stopping the Appam, dropping her false forecastle head disclosing a battery of guns, several Germans boarded the Appam. They told the passengers, many of whom had become frightened and were adjusting lifebelts, that there was no danger. No one would be harmed, the Germans explained, as long as there was no resistance. All of the raiders were from German merchantmen and were of the highest type of seamen."

Passengers Well Cared For. "The passengers today are well cared for. There are 177 women on board. The only child is a negro baby."

Dr. McCaffery said that he understood the raiders were from Kiel and a type built since the war began. It was patterned after an English tramp steamer.

Uncertainty still exists as to whether it was the Moewe that captured the Appam. While some of the German seamen wear caps bearing the name "Moewe," others have caps marked "Taula."

Passengers to Come Ashore. Washington, Feb. 2.—Collector Hamilton was instructed to allow all persons aboard the Appam, except the officers and men of the prize of the crew, to come ashore. It was said no final decision regarding the ship's status had been reached.

Prince Hatzfeldt, naval attaché of the German embassy at Washington, said after his interview with Lieutenant Berg, today that the Appam was captured by the Moewe. He declined to state the location of the Moewe at this time.

London, Feb. 2, 12:02 p. m.—The British consul at Norfolk reports that the status of the Appam has been referred to Washington. The foreign office has not been informed that any decision has been reached.

Appam Considered War Prize. Old Point Comfort, Va., Feb. 2.—Prince von Hatzfeldt, personal representative of Count von Bernstorff, the German ambassador, arrived here today to report on the Appam affair. He conferred with the German vice consul, L. Marshall von Schilling and later went to the Appam for an interview with Lieutenant Berg.

"I am certain," said the prince, "that under the treaty of the United States with Prussia, the Appam will be declared a war prize and turned over to the German prize court. The passengers undoubtedly will be liberated shortly."

Insurance Men Puzzled.

London, Feb. 2, 10:52 a. m.—Perplexity regarding the question of insurance on the Appam is admitted at Lloyd's, as the case is an unprecedented one. The solution of the puzzle depends largely on the attitude of the United States government as to whether the Appam is to be considered a merchantman or a German cruiser. She is considered a war loss by the underwriters, however, and it is believed she will not be announced at Lloyd's as having arrived safely at port, as would have been done if she had completed her journey to England.

The sinking of the other vessels by the Germans means a large loss to the underwriters. It probably will amount to about \$3,000,000.

Washington, Feb. 2.—State department officials indicated today that if the Appam, if finally held to be a prize, the Prussian-American treaty of 1838 is more likely to govern the case than is the Hague convention. This would mean that the Appam would be turned over to her German captors, and in that case some officials express the view that the German prize crew to keep her from falling into the hands of the British, as would seem inevitable if she left port, might take the ship to the three-mile limit and sink her.

In case she is held to have become a German fleet auxiliary, she will have the choice of leaving port after a certain time for supplies or repairs or internment for the war, as have the Prinz Eitel Friedrich and the Kronprinz Wilhelm.

Prussian Treaty Provisions. The original Prussian treaty of 1877, provides:

"The vessels of war, public and private of both parties shall carry freely wherever they please the vessels and effects taken from their enemies without being obliged to pay any duties, or fees to officers of the admiralty, or the customs or any others; nor shall such prizes be arrested, searched or put under legal process when they come to and enter the ports of the other party, but may freely be carried again at any time by their captors to the places expressed in the communications which the commanding officer of such vessel shall be obliged to show."

"But conformably to the treaties existing between the United States and Great Britain, no vessel that shall have made a prize upon British subjects shall have a right to shelter in the ports of the United States, but if forced therein by tempest or any other danger or accident of the sea, they shall be obliged to depart as soon as possible."

This latter provision would have compelled the departure of the Appam to the almost certain fate of British cruisers off the capes, but the treaty expired by limitation in 1810. When which removed British vessels from the scope of the article was specifically eliminated and the treaty of 1828 which now is in force, gives German prizes the right to come and go.

Neutrality Board Meeting. The neutrality board met today to consider the case.

Sir Cecil Spring-Rice, the British ambassador, today formally asked Secretary Lansing for the release of the Appam and return to the British owners, under article 21 of the Hague convention, which the British author-

GERMANS AFTER MUNITION PLANTS

England's Great Center of Industry Objective Point of the Zeppelin Raiders.

BRITISH BOAST USELESS

Aircraft Brings Home Fact That Defenses of London Are of No Avail.

Berlin, Feb. 2, via London, 11:10 a. m.—Rumors have circulated here that the Zeppelin raid on England, Monday night, was in reprisal for the Baring affair, but The Associated Press correspondent is assured in authoritative quarters that the attack did not come under that head. It is believed that the Midlands section of England was selected for the raid because it is the center of the munitions industry and because Liverpool is the center of England's commerce and that there was a purpose to bring home to the people of Great Britain the fact that the boasted defenses of London do not avail against Germany's air craft and it was intended, also, to interfere with the preparations being made in England for the carrying on of the British operations in France and Flanders.

The admiralty office has no further details to give out regarding the raid besides those already published, but reiterates the positive statement that not a single one of the raiding Zeppelins was injured.

Berlin, Feb. 2, via London, 11:52 a. m.—The Lokal Anzeiger publishes a long editorial on the Zeppelin raid over England, saying that everyone will be convinced that the fact was fully justified, on considering the places visited and their military significance. It asserts that Liverpool, which the German admiralty announced yesterday was bombarded, is to be considered primarily as a port of entry for American munitions "whose destruction is our sacred duty."

The Lokal Anzeiger continues: "Nottingham, as the chief manufacturing city of England for lace curtains and underwear, could perhaps have induced us to be milder if it had not taken up the manufacture of armament. Nottingham has now learned it is dangerous for cities to play with war equipment and materials during a war."

Sheffield Making War Materials. Even before the war, this newspaper says, Sheffield manufactured knives, armor plate, guns and projectiles and therefore "the oftener Sheffield receives a Zeppelin visit the better."

Great Yarmouth is referred to as the center of the herring fishery, which has put its fleet at the service of the British army.

The Morgenpost speaks in a similar vein. It asserts the air attack was justified from a military standpoint and was necessary because it affected important military institutions.

GOVERNOR INTRODUCES PHILIPPINE INDEPENDENCE

Says President Has Sat Undismayed on Hottest Lid Occupied by Any Executive Since Lincoln.

Topeka, Kansas, Feb. 2.—President Wilson told an audience of 5,000 persons here today that "America is not going to abide the habitual or continual neglect" of its rights under international law, either with respect to the safety of its citizens or its foreign commerce.

"For one thing, it may be necessary," the president said with an emphatic gesture, "to use the forces of the United States to vindicate the rights of American citizens everywhere to enjoy the rights of international law."

Must Insist on Rights. "We must also insist on the right of Americans to trade with the world," he continued. "We shall respect any blockade, but the world needs the products of the United States and we will insist that the world gets them."

The Philippines, the president said, would be freed.

"That flag will come down," he declared, "when we feel that the Philippines can take over their own affairs and no longer require our protection; and it will be more honored in the lowering than in the raising."

Topeka, Kansas, Feb. 2.—President Wilson reached Topeka, the turning point of his middle western tour, at 10:10 today. He was greeted with a salute of 21 guns and escorted by

state troops through the principal streets to the residence of Governor Capper, whose guest he was till 1 o'clock when he addressed an audience in the auditorium.

The president and Mrs. Wilson rode over snow packed streets in zero weather in open automobiles. A crowd cheered them at the station, but most of the city's 50,000 population lined the sidewalks along the way to the governor's residence.

A five minute talk at Lawrence was on the program but this was abandoned. The train stopped there and the president greeted the crowd. As he stood on the rear platform the steam from a hose beneath enveloped him and few of the throng saw him.

Although the weather was cold, the day was clear. The president tucked the collar of his great coat up behind his ears and Mrs. Wilson's face could hardly be seen for her furs.

Governor Meets President. The president was met at the station here by Governor Capper, a Republican, who is not in accord with the administration preparedness program.

For the first time during his present term, the president participated in a long parade, lasting 45 minutes, through the streets.

The applause along the route was scattering.

Governor Capper's home the president stood on the porch for a moment and waved his hat to the crowd.

BULGARS AND GERMANS PREPARE TO ATTACK ALLIES AT SALONIKI

Force of 150,000 Turks to Join in Advance During Month—Greece and Rumania Said to Have Signed Dual Neutrality Treaty—British in Mesopotamia Hindered by Bad Weather and Floods—Instructions Are Sent to Ambassador Bernstorff That May End Lusitania Contention.

Saloniki, Feb. 1, via Paris, Feb. 2.—3:40 a. m.—Two Greek soldiers, five refugees and seven workmen were killed and fifty civilians were injured by the inflammable bombs dropped early this morning from the Zeppelin in the raid already reported. No damage was done to military buildings and the population has remained calm.

Athens, via Paris, Feb. 2, 11:35 a. m.—Information received in military quarters here indicates that German and Bulgarian troops supported by 150,000 Turks, are likely to begin an attack on the Franco-British forces at Saloniki about February 15.

London, Feb. 2, 12:40 p. m.—The Adevurul, a newspaper of Bucharest, declares that Greece and Rumania have signed a dual neutrality convention, according to a dispatch received here by wireless telegraphy from Rome.

London, Feb. 2, 12:05 p. m.—A Reuters dispatch from Delhi transmits an official statement issued there regarding the fighting in Mesopotamia, saying:

"General Aylmer's forces hold a strong position on the river Tigris. The recent floods have hindered and made a forward movement impracticable."

"General Sir John E. Nixon, who has handed over the command of the British forces in Mesopotamia to Lieutenant-General Sir Percy Lake, will start homeward within a short time."

English Aviator Killed. London, Feb. 2, 11:27 a. m.—Lieutenant J. S. Reed of the Royal Flying Corps, died today as a result of injuries sustained at Aldershot by the fall of a new aeroplane on which he was acting as observer. Lieutenant Brown, the pilot, was severely injured.

Review of War Situation. "Reasonable hope for a positive understanding," between the United States and Germany on the Lusitania issue is felt in Berlin, according to a semi-official announcement there today. Instructions sent to Ambassador von Bernstorff give rise to this hope, it is stated.

Attack on Saloniki Forecast. A dispatch from Athens today declares that the Germans and Bulgarians, together with a force of 150,000 Turks, are likely to begin an attack on Saloniki about the middle of this month.

A London message quotes a Bucharest newspaper as declaring that Greece and Rumania have signed a dual neutrality treaty.

In Mesopotamia the British are still prevented from attempting to advance because of bad weather and floods.

Turks Repulse Russians. Constantinople, Feb. 2, via Amsterdam and London, 11:50 a. m.—An official statement issued by the Turkish war department under date of February 1 says:

"Caucasian front: An enemy battalion attacking one of our outposts at the center was repulsed with a loss of 200 killed and wounded."

Turkish Crown Prince Dead. London, Feb. 2, 3:25 p. m.—The suicide of Yussuf Izzeddin, heir apparent to the Turkish throne, is reported in a dispatch received by Reuters Telegram company from Constantinople by way of Berlin. The message says the crown prince ended his life by cutting arteries in his palace at 7 o'clock yesterday morning. Ill health is given as the reason.

London, Feb. 2.—The Times, commenting in a guarded way on the Zeppelin raid, says:

"Each new raid discloses some weakness in our preparations. We suggest, in the light of Monday night's experiences, that the government might well revise methods of dealing with railway traffic in case of a Zeppelin alarm. Some dislocation of traffic is inevitable, but necessary steps ought to be taken with the least possible inconvenience to the public, which was not the case on Monday."

"A number of trains heavily laden with passengers, were suddenly held up wherever they happened to be and kept standing for hours without explanation. At some stations crowds were allowed to gather waiting for trains."

"A single bomb dropped in one of these buildings would have caused a shocking massacre. When it is known that train service will be suspended, the traveling public ought to be warned of the interruption of traffic on Monday was calculated to make the timid uneasy."

London, Feb. 2, 12:06 p. m.—According to Berlin newspapers, as quoted by Reuters Amsterdam correspondent, a new order was put in effect on February 1 by which the greater part of all products of all textile industry was confiscated.

The Tagblatt says it is highly significant that on this occasion the government does not seize raw materials, but finished articles.

All Clothing Materials Taken. According to the Tagblatt, all materials for clothing in the last are all confiscated.

Worst Blizzard in Many Years. Great Storm Abating in Northwest But Avalanches and Floods Threaten.

Seattle, Wash., Feb. 2.—Rising temperatures throughout the Pacific northwest early today indicated that the storm, which in western Washington was said to be the worst blizzard in 23 years, was abating, but apprehension was felt that a quick change in the weather with its probable accompanying avalanches in the mountains and floods in the valleys, would do great damage.

Snow Blocks Traffic. Reports from Portland, Oregon, are to the effect that rising temperature early today turned the sleet to rain and gave indication that the worst of the "silver thaw" was over. Electric light wires and street car service in many parts of the city were demoralized by falling trees borne down by their excessive weight of ice. Some of the residence districts were in darkness last night. Telegraph service to the southward was spasmodic.

Portland public schools were closed today on account of the storm and the uncertainty of transportation facilities. Some of the schools were compelled to close yesterday on account of a shortage of fuel.

Snow Blocks Traffic. Seattle, Wash., Feb. 2.—Eighteen inches of snow on the ground stopped street car traffic here today, disorganized the public schools and crippled business and manufacturing.

No overland train has arrived here since seven p. m. yesterday. The Great Northern and the Chicago, Milwaukee and St. Paul railroads are not moving trains on their mountain divisions. The Northern Pacific is working with snow plows.

Eight Perish in Storm. Juneau, Alaska, Feb. 2.—Eight men perished in the recent storm, according to advices received here today. The fishing schooner Edison, of Tacoma, was wrecked on Cape Decision and her crew of six perished. Two men were lost from the fishing schooner Eunice. The gas boat W. N. was wrecked at Cape Bendel and two men lost. Herbert Allen was frozen to death near the Olympia mine.

People Wading to Work. Portland, Ore., Feb. 2.—Schools were closed here today, street car traffic was demoralized in many parts of the city and men and women waded to work in icy slush to their shops today as a result of the sleet storm which began yesterday.

Remains of Gasoline and Telephone Graphs and weathered wires, which were borne down by the weight of ice, were extensive and many orchards suffered.